

Revision: 7a  
Date: 10/09/2009

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, D.C.**

**MASTER MINIMUM EQUIPMENT LIST**

**TWIN COMMANDER AIRCRAFT  
680T/680V/680W/681/690/690A  
690B/690C/690D/695/695A/695B**

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U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 7a  DATE: 10/09/2009	PAGE NO:  I
TABLE OF CONTENTS			
SYSTEM NO.	SYSTEM	PAGE NO.	
--	Cover Page	--	
--	Table of Contents	I	
--	Log of Revisions	II, III	
--	Control Page(s)	IV, V	
--	Highlights of Change	VI	
--	Definitions	VII	
--	Preamble	VIII	
--	Guidelines for (O) & (M) Procedures	IX, X, XI,	
--	Guidelines for (O) & (M) Procedures	XII, XIII	
21	Air Conditioning	21-1, 2	
22	Autopilot	22-1	
23	Communications	23-1 THRU 4	
24	Electrical	24-1	
25	Equipment/Furnishings	25-1 THRU 5	
26	Fire Protection	26-1	
27	Flight Controls	27-1	
28	Fuel	28-1	
30	Ice & Rain Protection	30-1, 2	
31	Indicating/Recording Systems	31-1, 2	
32	Landing Gear	32-1	
33	Lights	33-1, 2	
34	Navigation	34-1 THRU 16	
35	Oxygen	35-1	
38	Water/Waste	38-1	
46	Information Systems	46-1, 2	
52	Doors	52-1	
61	Propellers	61-1	
73	Engine Fuel & Control	73-1	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 6  DATE: 03/31/2003	PAGE NO:  II
Log of Revisions			
Rev No.	Date	Page Numbers	Initials
1	09/08/1982	Complete Reissue	
2	05/29/1984	Complete Reissue	
3	07/22/1988	Complete Reissue	
4	03/29/1989	Complete Reissue	
5	06/22/1989	HIGHLIGHTS OF REV., DEFINITIONS	
5	06/22/1989	PREAMBLE	
5a	04/17/1991	HIGHLIGHTS OF REV., DEFINITIONS	
5a	04/17/1991	23-1, 23-2	
5b	08/22/1994	HIGHLIGHTS OF REV., DEFINITIONS	
5b	08/22/1994	GUIDELINES	
5b	08/22/1994	21-1, 21-2, 22-1, 23-1, 23-2	
5b	08/22/1994	24-1, 25-1, 25-2, 26-1, 27-1	
5b	08/22/1994	28-1, 30-1, 30-2, 31-1, 32-1	
5b	08/22/1994	33-1, 33-2, 34-1, 34-2, 34-3	
5b	08/22/1994	34-4, 35-1, 52-1, 73-1	
5c	04/16/1996	HIGHLIGHTS OF REV., DEFINITIONS	
5c	04/16/1996	GUIDELINES	
5c	04/16/1996	21-1, 21-2, 22-1, 23-1, 23-2	
5c	04/16/1996	24-1, 25-1, 25-2, 26-1, 27-1	
5c	04/16/1996	28-1, 30-1, 30-2, 31-1, 32-1	
5c	04/16/1996	33-1, 33-2, 34-1, 34-2,34-3	
5c	04/16/1996	34-4, 34-5, 34-6, 35-1, 52-1	
5c	04/16/1996	61-1, 73-1	
5d	08/04/1997	HIGHLIGHTS OF REV., DEFINITIONS	
5d	08/04/1997	34-1, 34-2, 34-3, 34-4, 34-5	
5d	08/04/1997	34-6	
6	03/31/2003	HIGHLIGHTS OF REV., DEFINITIONS	
6	03/31/2003	GUIDELINES	
6	03/31/2003	21-1, 21-2, 22-1, 23-1, 23-2	
6	03/31/2003	23-3, 24-1, 25-1, 25-2, 26-1	
6	03/31/2003	27-1, 30-2, 31-1, 31-2, 33-1	
6	03/31/2003	34-1, 34-2, 34-3, 34-4, 34-5	
6	03/31/2003	34-6, 34-7, 34-8, 34-9, 34-10	
6	03/31/2003	52-1, 61-1	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 7a  DATE: 10/09/2009	PAGE NO:  III
Log of Revisions			
Rev No.	Date	Page Numbers	Initials
7	09/09/2009	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGES, HIGHLIGHTS OF CHANGE, DEFINITIONS, PREAMBLE, GUIDELINES FOR (O) & (M), 22-1, 23-1, 23-2, 23-3, 23-4, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 30-2, 31-1, 31-2, 33-1, 33-2, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 35-1, 38-1, 46-1, 46-2	
7	09/09/2009		
7	09/09/2009		
7	09/09/2009		
7	09/09/2009		
7	09/09/2009		
7	09/09/2009		
7	09/09/2009		
7	09/09/2009		
7	09/09/2009		
7	09/09/2009		
7	09/09/2009		
7	09/09/2009		
7a	10/09/2009	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGES, HIGHLIGHTS OF CHANGE, DEFINITIONS, PREAMBLE, GUIDELINES FOR (O) & (M), 30-2, 46-2	
7a	10/09/2009		
7a	10/09/2009		
7a	10/09/2009		
7a	10/09/2009		

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 7a  DATE: 10/09/2009	PAGE NO:  IV
Control Page			
System	Page No.	Rev. No.	Current Date
Cover Page	-	7a	10/09/2009
Table of Contents	I	7a	10/09/2009
Log of Revisions	II	6	03/31/2003
	III	7a	10/09/2009
Control Page	IV	7a	10/09/2009
	V	7a	10/09/2009
Highlights of Change	VI	7a	10/09/2009
Definitions	VII	7a	10/09/2009
Preamble	VIII	7a	10/09/2009
Guidelines for (O) & (M) Procedures	IX	7a	10/09/2009
	X	7a	10/09/2009
	XI	7a	10/09/2009
	XII	7a	10/09/2009
	XIII	7a	10/09/2009
21	21-1	6	03/31/2003
	21-2	6	03/31/2003
22	22-1	7	09/09/2009
23	23-1	7	09/09/2009
	23-2	7	09/09/2009
	23-3	7	09/09/2009
	23-4	7	09/09/2009
24	24-1	7	09/09/2009
25	25-1	7	09/09/2009
	25-2	7	09/09/2009
	25-3	7	09/09/2009
	25-4	7	09/09/2009
	25-5	7	09/09/2009
26	26-1	7	09/09/2009
27	27-1	6	03/31/2003
28	28-1	6	03/31/2003
30	30-1	5c	04/16/1996
	30-2	7a	10/09/2009
31	31-1	7	09/09/2009
	31-2	7	09/09/2009
32	32-1	5c	04/16/1996
33	33-1	7	09/09/2009
	33-2	7	09/09/2009

## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: TWIN COMMANDER AIRCRAFT  
680T/680V/680W/681/690/690A  
690B/690C/690D/695/695A/695B

REVISION NO: 7a

PAGE NO:

DATE: 10/09/2009

V

## Control Page

System	Page No.	Rev. No.	Current Date
34	34-1	6	03/31/2003
	34-2	7	09/09/2009
	34-3	7	09/09/2009
	34-4	7	09/09/2009
	34-5	7	09/09/2009
	34-6	7	09/09/2009
	34-7	7	09/09/2009
	34-8	7	09/09/2009
	34-9	7	09/09/2009
	34-10	7	09/09/2009
	34-11	7	09/09/2009
	34-12	7	09/09/2009
	34-13	7	09/09/2009
	34-14	7	09/09/2009
	34-15	7	09/09/2009
	34-16	7	09/09/2009
35	35-1	7	09/09/2009
38	38-1	7	09/09/2009
46	46-1	7	09/09/2009
	46-2	7a	10/09/2009
52	52-1	6	03/31/2003
61	61-1	6	03/31/2003
73	73-1	5c	04/16/1996

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 7a  DATE: 10/09/2009	PAGE NO:  VI
HIGHLIGHTS OF CHANGE			
Cover Page	Updated to reflect Revision 7a.		
Table Of Contents	Updated to incorporate Revision 7a Page Number changes only.		
Log Of Revisions	Updated to incorporate Revision 7a changes.		
Control Pages	Updated to incorporate Revision 7a changes.		
Highlights Of Change	Updated to incorporate Revision 7a changes.		
Definitions	Updated to reflect revised Page Number only.		
Preamble	Updated to reflect revised Page Number only.		
Guidelines (O & M)	Updated to reflect revised Page Numbers only.		
ATA 30-12	Revised SYSTEM ITEM title by deleting "Engine Inlet Anti-Ice Systems" and adding "Generator Inlet Deicer Installation", which was inadvertently omitted in Revision 7. No change in relief.		
ATA 46-1	Added "1. Electronic Flight Bag Systems (EFBs), (Continued)", to the SYSTEM ITEM column. No change in relief.		

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 7a  DATE: 10/09/2009	PAGE NO:  VII
DEFINITIONS			

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 25, entitled "Policy Concerning MMEL Definitions", and from current FAA MMEL Policy Letter 70, entitled "Definitions Required in MELs".



U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 7a  DATE: 10/09/2009	PAGE NO:  VIII
PREAMBLE			

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 34, entitled "MMEL and MEL PREAMBLE", or from current FAA Policy Letter 36, entitled "14 CFR Part 91 MEL Approval & Preamble", for Part 91 MEL approvals.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 7a  DATE: 10/09/2009	PAGE NO:  IX
Guidelines for (O) & (M) Procedures			

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

21-1	(M)	Maintenance procedure to ensure no fuel leak or electrical/mechanical fault exists that may cause additional damage.
21-4	(M)	Maintenance procedure to ensure that the Dump Valve is secured in the OPEN position.
22-1	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.
22-2	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.
23-4-A	(O)	Operations procedure to ensure PA System is not required by 14 CFR and passengers are appropriately briefed.
23-7	(O)	Operations procedure to ensure SATCOM Voice or Data Link operates normally, alternate procedures are established and used, and SATCOM coverage is available over the intended route of flight.
23-8	(O)	Operations procedure to establish and use alternate procedures.
23-8-A	(O)	Operations procedure to establish and use alternate procedures.
25-2-A	(M)	Maintenance procedure to ensure Seat is secured in the FULL UPRIGHT position.
25-2-B	(O)	Operations procedure to ensure baggage is not stowed under Seat with inoperative Restraining Bar, Seat is properly placarded, and flight crew is alerted.
25-2-C-1	(M)	Maintenance procedure to ensure Seat is secured in the FULL UPRIGHT position if an Armrest is missing.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 7a  DATE: 10/09/2009	PAGE NO:  X
Guidelines for (O) & (M) Procedures			
25-5-B	(M)	Maintenance procedure to ensure inoperative System is deactivated. Applies to both provisos.	
25-7-A	(O)	Operations procedure to ensure AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.	
25-7-B	(O)	Operations procedure to ensure EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.	
25-7-C	(O)	Operations procedure to ensure FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.	
25-8	(M)	Maintenance procedure to ensure acceptable cargo loading limits from an approved source is maintained.	
27-3	(M)	Maintenance procedure to ensure that the failure of the Electrical Pitch Trim will not affect the operation of the Manual Trims or other flight controls.	
31-2	(O)	Operations procedure for recording flight time.	
32-1	(O)	Operations procedure to prevent movement of the aircraft when stopped or parked.	
33-3	(O)	Operations procedure to ensure PA System operates normally and is used to notify passengers when Signs are turned ON or OFF.	
33-3-A	(O)	Operations procedure to ensure that alternate procedures are used for passenger briefings.	
34-19	(O)	Operations procedure to ensure any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.	
	(O)	Operations procedure to ensure two Gyro or Compass Systems operate normally, and the airplane is operated with dual independent navigation capability.	
	(O)	Operations procedure to ensure at least two Stabilized Directional Gyro Systems are installed and operate normally.	

## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: TWIN COMMANDER AIRCRAFT  
680T/680V/680W/681/690/690A  
690B/690C/690D/695/695A/695B

REVISION NO: 7a

PAGE NO:

DATE: 10/09/2009

XI

## Guidelines for (O) &amp; (M) Procedures

- |             |     |   |
|-------------|-----|---|
| 34-20-A-1   | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-A-1-a | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-A-1-d | (O) | Operations procedure to ensure alternate procedures are established and used.   |
|             | (O) | Operations procedure to ensure alternate procedures are established and used and advisory callouts are not required by 14 CFR.                            |
| 34-20-A-1-e | (O) | Operations procedure to ensure alternate procedures are established and used.   |
|             | (O) | Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally. |
| 34-20-A-2   | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-B-1   | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-B-1-a | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-B-1-d | (O) | Operations procedure to ensure alternate procedures are established and used.   |
|             | (O) | Operations procedure to ensure alternate procedures are established and used and advisory callouts are not required by 14 CFR.                            |
| 34-20-B-1-e | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-C-1   | (O) | Operations procedure to ensure alternate procedures are established and used.   |

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 7a  DATE: 10/09/2009	PAGE NO:  XII
Guidelines for (O) & (M) Procedures			
34-21	(M)	Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos.	
34-22	(M)	Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos.	
34-22-B	(O)	Operations procedure to ensure TA Visual Display and Audio Functions are operative, TA ONLY Mode is selected by the crew, and enroute or approach procedures do not require use of the RA Display System.	
34-22-C	(O)	Operations procedure to ensure RA Visual Display and Audio Functions are operative, and enroute or approach procedures do not require use of the TA Display System.	
34-25-A	(O)	Operations procedure to ensure current aeronautical charts are used, status and suitability of navigation facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified.	
34-26-A	(O)	Operations procedure to ensure current aeronautical charts are used, status and suitability of navigation facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified.	
34-31	(O)	Operations procedure to ensure Autopilot with Altitude Hold is operative and enroute operations do not require use of the Altitude Alerting System.	
	(O)	Operations procedure to ensure aircraft is operated with a Second in Command and enroute operations do not require use of the Altitude Alerting System.	
34-32-A-1	(O)	Operations procedure to ensure alternate procedures are established and used.	
	(O)	Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally.	

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: TWIN COMMANDER AIRCRAFT  
680T/680V/680W/681/690/690A  
690B/690C/690D/695/695A/695B

REVISION NO: 7a

PAGE NO:

DATE: 10/09/2009

XIII

## Guidelines for (O) &amp; (M) Procedures

- |           |     |   |
|-----------|-----|---|
| 34-32-A-2 | (O) | Operations procedure to ensure alternate procedures are established and used.   |
|           | (O) | Operations procedure to ensure alternate procedures are established and used and Windshear Warning and Flight Guidance System (Reactive) operates normally. |
| 34-32-B-1 | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-32-B-2 | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 38-1      | (M) | Maintenance procedure to ensure associated Components are deactivated or isolated and System Components do not have leaks.                                  |
| 46-1-A    | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 46-1-B    | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 46-1-C    | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 46-1-D    | (M) | Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.                                  |
|           | (O) | Operations procedure to ensure alternate procedures are established and used.   |
|           | (M) | Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.                                  |

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 6		
				PAGE NO:		
				DATE: 03/31/2003		
				21-1		
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
21	AIR CONDITIONING					
1.	Combustion Heater	C	1	0	(M)	
2.	Defog Blower	C	1	0		
3.	Pressurization Controller	C	1	0	May be inoperative for unpressurized flight.	
4.	Safety Valve	C	1	0	(M) May be inoperative provided: a) Airplane remains unpressurized, and b) Dump Valve is blocked OPEN.	
5.	Outflow Valve	C	1	0	May be inoperative provided: a) Airplane remains unpressurized, and b) Dump Valve is OPEN.	
6.	Altitude Warning	C	1	0	May be inoperative for unpressurized flight.	
		C	1	0	May be inoperative for pressurized flight at or below 10,000 feet MSL.	
7.	Cabin Rate Of Climb	C	1	0	May be inoperative for unpressurized flight.	
		C	1	0	May be inoperative for pressurized flight provided Differential Pressure/Cabin Altitude Indicator is operative.	
8.	Differential Pressure/Cabin Altitude Indicator	C	1	0	May be inoperative for unpressurized flight.	
9.	Baggage Compartment Heater	C	1	0		

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 6 DATE: 03/31/2003		PAGE NO: 21-2
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
10. Air Conditioning System (Freon)		C	1	0	



U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7  DATE: 09/09/2009	PAGE NO:  22-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
22 AUTOPILOT				
1. Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use.  NOTE: For RVSM operations, the Altitude Hold Function must be operative.
2. Yaw Damper	C	1	0	(M)
3. Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the Autopilot.
	B	2	0	May be inoperative provided Autopilot is not used.

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 7		PAGE NO:
				DATE: 09/09/2009		23-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
23	COMMUNICATIONS					
1.	Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by any Emergency Power Source and not required for emergency procedures.	
2.	Cockpit Speaker	C	2	0	May be inoperative provided two operative Headsets are available to the flight crew.	
3.	Audio Amplifier	C	2	0	May be inoperative provided two operative Headsets are available to the flight crew.	
4.	Passenger Address System (PA)					
A)	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
B)	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: TWIN COMMANDER AIRCRAFT  
680T/680V/680W/681/690/690A  
690B/690C/690D/695/695A/695B

REVISION NO: 7

PAGE NO:

DATE: 09/09/2009

23-2

## 1. SYSTEM, SEQUENCE NUMBERS & ITEM

REPAIR CATEGORY

## 2. NUMBER INSTALLED

### 3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

5. Cockpit Voice Recorder (CVR)

A) For Air Carrier And Commercial Operators

1) With Flight Data Recorder (FDR) Installed

A

1

0

May be inoperative provided:

- a) Flight Data Recorder (FDR) operates normally, and
- b) Repairs are made within three flight days.

2) Without Flight Data Recorder (FDR) Installed

A

1

0

May be inoperative provided repairs are made within three flight days.

B) For Operators Other Than Air Carriers And Commercial Operators

A

1

0

May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR.

## 6. Boom Microphones

A) Cockpit Voice Recorder With Flight Data Recorder Installed

1) Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 135.151(d)

A

—

0

May be inoperative provided:

- Flight Data Recorder (FDR) operates normally, and
- Repairs are made within three flight days.

2) Cockpit Voice  
\*\*\* Recorder Not Equipped  
To Record Boom  
Microphone

D

—

0

Any in excess of those required by 14 CFR may be inoperative.

(Continued)

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7  DATE: 09/09/2009	PAGE NO:  23-3
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
6. Boom Microphones (Continued)				
B) Cockpit Voice Recorder Without Flight Data Recorder Installed				
1) Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 135.151(d)	A	-	0	May be inoperative provided repairs are made within three flight days.
2) Cockpit Voice *** Recorder Not Equipped To Record Boom Microphones	D	-	0	Any in excess of those required by 14 CFR may be inoperative.
7. High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If INMARSAT Codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.
				(Continued)

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009	PAGE NO: 23-4
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
7. High Frequency (HF) Communication System (Continued)				NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.
8. Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
A) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7		PAGE NO:	
			DATE: 09/09/2009		24-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					
		2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL						
1. Batteries	B	2	1	One Battery may be inoperative for VFR operations provided: a) A GPU is used for starting, and b) The inoperative Battery is disconnected at the Battery Terminal and the Cable is secured.		
2. D.C. Ammeter/ Voltmeter	B	2	1	One may be inoperative for day VFR operations provided the opposite D.C. Ammeter/Voltmeter is operative.		
3. A.C. Volts Annunciator	B	1	0	May be inoperative for day and night VFR operations provided both Inverters are operative.		
4. Inverters	B	2	1	One may be inoperative for day VFR.		
5. Battery Overheat Warning System	C	2	0	May be inoperative for Lead Acid Batteries.		

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009		PAGE NO: 25-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS					
1.	Cockpit Shoulder Harness	B	2	1	Right side may be inoperative provided Seat remains unoccupied.	
2.	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.  NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent Seats.	
A)	Recline Mechanism	D	-	-	(M) May be inoperative and Seat occupied provided Seat is secured in the FULL UPRIGHT position.	
		D	-	-	May be inoperative and Seat occupied provided Seat Back is immovable in FULL UPRIGHT position.	
(Continued)						

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009	PAGE NO: 25-2
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
25 EQUIPMENT/ FURNISHINGS				
2. Passenger Seat(s) (Continued)				
B) Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar.
C) Armrest				
1) Armrest With Recline Mechanism	D	-	-	(M) May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) If Armrest is missing, Seat is secured in the FULL UPRIGHT position.
2) Armrest Without Recline Mechanism	D	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle.
3. "Fasten Seat Belt While Seated" Sign Or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.



U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009	PAGE NO: 25-3
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
4. Flotation Equipment	C	1	1	As required by 14 CFR.
5. Emergency Locator Transmitter (ELT)				
A) Survival Type ELTs ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
B) Fixed ELTs ***	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
	A	-	0	May be missing provided repairs are made within 90 days.
	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
	D	-	-	Any in excess of those required by 14 CFR may be missing.
6. Non-Essential Equipment & Furnishings (NEF) ***		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.  NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009	PAGE NO: 25-4
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
7. Emergency Medical Equipment				
A) Automatic External Defibrillator (AED) And/Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
B) Emergency Medical Kit (EMK) And/Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION				
MASTER MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7  DATE: 09/09/2009	PAGE NO:  25-5
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
7. Emergency Medical Equipment (Continued)				
C) First Aid Kit (FAK) And/Or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required First Aid Kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that can not be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
8. Cargo Restraint *** Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
	C	-	-	May be inoperative or missing provided Cargo Compartment remains EMPTY.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009		PAGE NO: 26-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION					
1. Portable Fire Extinguisher		D	-	-	<p>Any in excess of those required by 14 CFR may be inoperative or missing provided:</p> <p>a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from the installed location and placed out of sight so it cannot be mistaken for a functional Unit, and</p> <p>b) Required distribution is maintained.</p>

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 6		PAGE NO:	
			DATE: 03/31/2003		27-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
27 FLIGHT CONTROLS						
1. Trim Tab Indicators (Rudder, Aileron, And Elevator)		C	3	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not impaired, and c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.	
2. Flap Position Indicator		C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and Flap operation is not affected, and b) Flaps are fully RETRACTED before takeoff.	
3. Electric Elevator Trim		C	1	0	(M) May be inoperative provided Manual Trim is operative and UNAFFECTED.	

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 6		PAGE NO:
				DATE: 03/31/2003		28-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
28 FUEL						
1. Electric Fuel Boost Pumps		C	2	0	One or both Fuel Boost Pumps may be inoperative in accordance with AFM Limitations.	
2. Low Fuel Scavenge System		C	2	0	Both left and right Systems may be inoperative in accordance with AFM Limitations.	

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 5c		PAGE NO:
				DATE: 04/16/1996		30-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
30	ICE & RAIN PROTECTION					
1.	Surface Deice System (Wing, Vertical, And Horizontal Stabilizer)	C	1	0	May be inoperative provided flight is not operated in known or forecast icing conditions.	
2.	Propeller Deicing Systems	C	2	0	May be inoperative provided flight is not operated in known or forecast icing conditions.	
3.	Heated Stall Warning Lift Detector	C	1	0	May be inoperative provided flight is not operated in known or forecast icing conditions.	
4.	Heated Fuel Vents	C	1	0	May be inoperative provided flight is not operated in known or forecast icing conditions.	
5.	Windshield Alcohol Deice System	C	1	0	May be inoperative provided flight is not operated in known or forecast icing conditions.	
6.	Heated Windshield	C	1	0	May be inoperative provided flight is not operated in known or forecast icing conditions.	
7.	Windshield Defroster Blower	C	1	0	May be inoperative provided flight is not operated in known or forecast icing conditions.	
8.	Windshield Wipers	C	1	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
9.	Rudder Horn And Trim Tab Anti-Ice System	C	1	0	May be inoperative provided flight is not operated in known or forecast icing conditions.	

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 7a		PAGE NO:	
				DATE: 10/09/2009		30-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
30 ICE & RAIN PROTECTION							
10. Pitot Heater		B	2	0	May be inoperative provided: a) Passengers are not carried under IFR, and b) Aircraft is not operated in known or forecast icing conditions.  NOTE: Two heated Pitot Tubes are required for these conditions if a second Airspeed Indicator is installed and operative.		
11. Engine Inlet Anti-Ice Systems		C	2	0	May be inoperative provided flight is not operated in known or forecast icing conditions.		
12. Generator Inlet Deicer Installation		C	2	0	May be inoperative provided flight is not operated under IFR in known or forecast icing conditions.		
13. Pitot Heat Indicating Systems (Not Required By The Certification Or Operating Rules)		C	-	0	May be inoperative provided: a) All other Elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.		



U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7  DATE: 09/09/2009	PAGE NO:  31-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
31 INDICATING/ RECORDING SYSTEMS				
1. Clock With Sweep Second Hand Or Electric Digital Clock	C	1	0	May be inoperative under VFR conditions.
2. Flight Hour Recorder	C	1	0	(O)
3. Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
				(Continued)

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009	PAGE NO: 31-2
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
31 INDICATING/ RECORDING SYSTEMS				
3. Flight Data Recorder (FDR) System (Continued)				
A) For Air Carrier And Commercial Operators				
1) FDR Recording Parameters Required By 14 CFR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
2) FDR Recording Parameters Not Required By 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.
B) Operators Other Than Holders Of Air Carrier Or Commercial Operator Certificates	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
	A	-	0	May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR.

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 5c		PAGE NO:
				DATE: 04/16/1996		32-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
32 LANDING GEAR						
1. Parking Brake		C	1	0	(O)	

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7  DATE: 09/09/2009	PAGE NO:  33-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
1. Cockpit/ Flight Deck/ Flight Compartment And Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
2. Cabin Lights	C	-	-	May be inoperative provided lighting configuration is acceptable to the flight crew.
3. Passenger Lighted Information Signs	C	-	-	(O) May be inoperative and associated Passenger Seat may be occupied provided: a) PA System operates normally, and b) PA System is used to notify passengers when associated Sign(s) are placed ON or OFF.
A) For 14 CFR 91 Operations And Operations Not Requiring Use Of PA System	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.
4. Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.
5. Strobe Light System	C	1	0	
6. Landing Lights	C	2	0	May be inoperative for day operations.

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009	PAGE NO: 33-2
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
33 LIGHTS				
7. Position Lights	C	3	0	May be inoperative for day operations.
8. Taxi Light	C	2	0	
9. Logo Light	C	2	0	
10. Wing Ice Lights	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions at night.
	C	-	0	May be inoperative provided: a) Aircraft is equipped with an approved Ice Detection System, and b) Ground deicing procedures do not require use of Wing Ice Lights.
	C	2	1	One may be inoperative provided: a) Left Light is operative for single pilot operations, and b) Ground deicing procedures do not require use of Wing Ice Lights.

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 6  DATE: 03/31/2003	PAGE NO:  34-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
34 NAVIGATION				
1. Altimeters, Adjustable For Barometric Pressure	B	2	1	May be inoperative on right side provided SIC is not required.  NOTE: Where a Servoed Electric Altimeter or Electronic Flight Instrument System (EFIS) is installed, a functioning Pneumatic Indicator is required.
2. Airspeed Indicators	B	2	1	May be inoperative on right side provided SIC is not required.  NOTE: Where a Servoed Electric Airspeed Indicator or EFIS is installed, a functioning Pneumatic Indicator is required.
3. Gyroscopic Pitch And Bank Indicator Systems	B	2	1	May be inoperative on right side provided SIC is not required.
4. Gyroscopic Rate Of Turn/Slip Skid Indicators	B	2	0	Must be operative on left side for IFR, passenger carrying VFR over the top, and passenger carrying VFR night flights.
	B	2	0	Rate Of Turn Indicator may be inoperative provided aircraft has three operative Attitude Instrument Systems installed.
	B	2	1	May be inoperative on right side provided SIC is not required.
5. Gyroscopic Directional Indicator Systems	B	2	1	May be inoperative on right side provided SIC is not required.

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009		PAGE NO: 34-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					
		2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS AND EXCEPTIONS			
34 NAVIGATION						
6. Vertical Speed Indicators.	B	2	0	Must be operative on left side for IFR passenger carrying operations.		
7. ATC Transponders And Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.		
	D	-	1	Any in excess of those required by 14 CFR may be inoperative.		
A) Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.		
B) ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.		
8. Mach Warning Horn	C	1	0	As required by 14 CFR.		
9. Navigation Equipment (VOR/ILS, LORAN, RNAV, VLF/OMEGA, INS, DOPPLER, GPS, MLS, FMS)	C	-	-	As required by 14 CFR.		
10. Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.		

## MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: TWIN COMMANDER AIRCRAFT  
680T/680V/680W/681/690/690A  
690B/690C/690D/695/695A/695B

DATE: 09/09/2009

34-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
11. Marker Beacon	C	1	0	May be inoperative provided approach procedure does not require its use.
12. Flight Director	C	1	0	
13. Radar Altimeter	C	1	0	
14. Altitude Encoder				DELETED, REVISION 6. COMBINED WITH ITEM 7.
15. Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
16. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.
	B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
17. Automatic Direction Finder (ADF)	C	-	0	As required by 14 CFR.
18. Radio Magnetic Indicator (RMI)	C	-	0	
19. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
(Continued)				



U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B		REVISION NO: 7  DATE: 09/09/2009	PAGE NO:  34-4	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
19. Non-Stabilized Magnetic Compass (Continued)	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS Stabilized Compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized Directional Gyro Systems are installed, operative, and used in conjunction with approved Free Gyro navigation techniques.

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009	PAGE NO: 34-5
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
20. Terrain Awareness And Warning System (TAWS)				
A) Class A TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c) Glideslope Deviation(s) (Mode 5)	C	-	1	
	B	-	0	
				(Continued)

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009	PAGE NO: 34-6
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
A) Class A TAWS Equipment (Continued)				
1) Ground Proximity Warning System (GPWS) (Continued)				
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.
e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.  (Continued)

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009	PAGE NO: 34-7
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
A) Class A TAWS Equipment Required (Continued)				
2) Terrain System- Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C	-	1	
	B	-	0	
4) Runway Awareness *** And Advisory System (RAAS)	C	1	0	
B) Class B TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
				(Continued)

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 7		PAGE NO:	
				DATE: 09/09/2009		34-8	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS AND EXCEPTIONS					
34 NAVIGATION							
B) Class B TAWS Equipment Required (Continued)							
1) Ground Proximity Warning System (GPWS) (Continued)							
b) Test Mode		A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.		
c) Modes 2, 4 & 5 ***		C	3	0			
d) Advisory Callouts		B	-	0	(O) May be inoperative provided alternate procedures are established and used.		
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.		
e) Windshear Mode *** (Reactive)		C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
					(Continued)		

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7  DATE: 09/09/2009	PAGE NO:  34-9
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
34 NAVIGATION				
B) Class B TAWS Equipment Required (Continued)				
2) Terrain System- Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	
3) Terrain Displays ***	C	-	0	
4) Runway Awareness & Advisory System (RAAS) ***	C	1	0	
C) Class C TAWS Equipment				
1) TAWS/GPWS ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any Mode that operates normally may be used.

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: TWIN COMMANDER AIRCRAFT  
680T/680V/680W/681/690/690A  
690B/690C/690D/695/695A/695B

REVISION NO: 7

PAGE NO:

DATE: 09/09/2009

34-10

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
21. Traffic Alert And Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and SECURED, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and SECURED, and c) Enroute or approach procedures do not require its use.
22. Traffic Alert And Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
A) Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA Visual Display is operative on the flying pilot side, and b) TA and RA Audio Function is operative on flying pilot side.

(Continued)

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 7		
				DATE: 09/09/2009		
				PAGE NO: 34-11		
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					
	2. NUMBER INSTALLED					
	3. NUMBER REQUIRED FOR DISPATCH					
	4. REMARKS AND EXCEPTIONS					
34 NAVIGATION						
22. Traffic Alert And Collision Avoidance System (TCAS II) (Continued)						
B) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.		
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) Visual Display and Audio Functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.		
C) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA Visual Display and Audio Functions are operative, and b) Enroute or approach procedures do not require its use.		
D) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.		
E) Airspace Selection *** Function	C	-	0			
23. Flight Profile Advisory System (FPAS) ***	D	1	0			
24. Peripheral Indexer System ***	D	1	0			



U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7  DATE: 09/09/2009	PAGE NO:  34-12
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34. NAVIGATION				
25. Flight Management System				
A) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
26. Navigation Management System				
A) Navigation Databases	C	-	-	(O) May be inoperative provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
27. Traffic Collision Avoidance Device (TCAD)	D	1	0	

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 7		PAGE NO:
				DATE: 09/09/2009		34-13
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
34 NAVIGATION						
28.	Automatic Dependent Surveillance Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.	
					NOTE: If ADS-B is installed in lieu of or as replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
A)	Link And Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
B)	Cockpit Display And Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.	
C)	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen Display is acceptable to the flight crew.	
D)	Data Link Transmitter(s)	D	-	0		
E)	Data Link Receiver(s)	D	-	0		

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 7		PAGE NO:
				DATE: 09/09/2009		34-14
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
34	NAVIGATION					
29. ***	Electronic Flight Instrument System (EFIS) Display Tubes Installed In Accordance With STC No. SA01627CH	A	2	1	One Tube may be inoperative for one flight day provided: a) Reversionary Mode can be selected and data from the inoperative Tube can be displayed on the operative Display Tube, and b) Flight is conducted under day VMC conditions.	
30. ***	Engine Instrument Display System (EIDS) Display Tubes Installed In Accordance With STC No. SA01626CH	B	2	1	One Tube may be inoperative provided: a) Reversionary mode can be selected and data from the inoperative Tube can be displayed on the operative Display Tube, and b) Flight is conducted under day VMC conditions.	
31.	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.  NOTE: RVSM is affected.	
		A	-	0	(O) May be inoperative provided: a) Aircraft is operated with a Second in Command, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.  NOTE: RVSM is affected.	

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7 DATE: 09/09/2009	PAGE NO: 34-15
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
32. Windshear Detection, Guidance And Avoidance System				
A) Installation Required By 14 CFR				
1) Windshear Warning *** And Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedure.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Windshear Detection *** And Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
				(Continued)

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 7		PAGE NO:
				DATE: 09/09/2009		34-16
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
34 NAVIGATION						
32. Windshear Detection, Guidance And Avoidance System (Continued)						
2) *** Windshear Detection And Avoidance System (Predictive) (Continued)		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Flight Guidance System (Reactive) operates normally.	
B) Installation Not Required By 14 CFR						
1) *** Windshear Warning And Flight Guidance System (Reactive)		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2) *** Windshear Detection And Avoidance System (Predictive)		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 7 DATE: 09/09/2009	
PAGE NO: 35-1					
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
35 OXYGEN					
1. Oxygen System (Passengers)		C	1	0	As required by 14 CFR.
2. Protective Breathing Equipment (PBE)		D	-	-	Any in excess of those required by 14 CFR may be inoperative.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 7  DATE: 09/09/2009	PAGE NO:  38-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE					
1. *** Portable Lavatory System		C	-	0	(M) May be inoperative provided: a) Associated Components are deactivated or isolated, b) System Components are verified not to have leaks, and c) System is placarded "DO NOT USE".

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B			REVISION NO: 7  DATE: 09/09/2009	PAGE NO:  46-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
46 INFORMATION SYSTEMS				
1. Electronic Flight Bag *** Systems (EFBs)				
A) Class 3 EFBs ***	C	-	-	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.
	D	-	0	May be inoperative provided procedures do not require its use.
B) Data Connectivity *** (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
C) Power Connection *** (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
D) Mounting Device *** (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
				(Continued)



U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 7a	PAGE NO:
				DATE: 10/09/2009	46-2
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
46	INFORMATION SYSTEMS				
1. ***	Electronic Flight Bag Systems (EFBs) (Continued)				
D) ***	Mounting Device (Class 2) (Continued)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 6 DATE: 03/31/2003	
				PAGE NO: 52-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52 DOORS					
1. Door Annunciator Light		C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all Doors are LATCHED prior to each departure, and b) FASTEN SEAT BELT Sign remains ON.

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 6		PAGE NO:
				DATE: 03/31/2003		61-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
61 PROPELLERS						
1. Propeller Synchrophaser System		C	1	0		

U.S. DEPARTMENT OF TRANSPORTATION				MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: TWIN COMMANDER AIRCRAFT 680T/680V/680W/681/690/690A 690B/690C/690D/695/695A/695B				REVISION NO: 5c DATE: 04/16/1996	PAGE NO: 73-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
73	ENGINE FUEL & CONTROL				
1.	Fuel Consumed Totalizer	C	1	0	